



ACT INTEGRAL IN STARS SUCCESS

The FAA began controlling arriving and departing air traffic at El Paso on December 10 and at Syracuse on January 12, with the new air traffic controller workstations of the Standard Terminal Automation Replacement System (STARS). These are the first components to become operational as part of a phased strategy to deploy this state-of-the-art, full-service system nationwide. STARS is a joint acquisition effort of the FAA and the Department of Defense (DOD) that will provide a complete replacement of critical air traffic control automation equipment, such as computer hardware displays, keyboards, processors, and software, at 172 FAA and 199 DOD facilities that control terminal area traffic.

"This is an important first step," FAA Administrator Jane Garvey said. "We will continue to work together to make sure that an operationally suitable and acceptable system is deployed at air traffic control facilities throughout the National Airspace System."

The FAA could not have reached this milestone without the Tech Center, which played an integral role in ensuring the operability and safety of the new STARS equipment. Throughout the past year, ACT personnel have been working with Raytheon engineers, FAA management, the National Air Traffic Controllers Association, Professional Airways System Specialists, AUA-300, ATQ, DOD, ARU-200 and AOS-400 to ready the system for deployment.

Under the direction of the STARS Test IPT Lead, **Wayne Nowicki** (ACT-210), ACT's test efforts for the Early Display Configuration Phase 1 (EDC-1) have been focused in the areas of developmental, operational, and site test evaluation. The developmental test and evaluation (DT&E) activi-

ties led by **John Walczak** (ACT-212) concentrated on accepting the system and assuring that both the STARS hardware and software were specification compliant. Once the FAA accepted STARS, operational test and evaluation (OT&E) began.

Under the leadership of **Doug Crispell** (ACT-212), a team of air traffic control, airway facilities and operational support specialists, deemed STARS EDC-1 operationally suitable by executing a series of test procedures developed by ACT personnel along with AT, AF, and AOS. Once the user community gave the thumbs up, additional testing took place at the El Paso Air Traffic Control Tower. This included an Installation and Integration (I&I), and Key Site System Acceptance Test (SAT). Led by John Walczak, the team ensured that the STARS installed at El Paso remained consistent with the baseline configuration of STARS EDC-1 that was established upon completion of OT&E.

John Walczak, with support from **Cathy Snellbaker** of Intellisource, monitored an I&I and Key Site SAT at Syracuse. Tech Center personnel will continue to help develop and test the current STARS hardware and software configuration to replace aging displays at other facilities. When these upgrades are accepted, national deployment will begin. Once STARS is fully developed, it will provide air traffic control automation for FAA terminal radar approach facilities and DOD facilities nationwide in the United States. Major advantages in the system, in addition to the color monitors, include industry-developed software systems, an "evolutionary" approach to planned upgrades, reduced lifecycle costs through use of common hardware and software that can be maintained from remote stations.

BRUCE RETIRING???



There have been rumors floating around the FAA that **Bruce Singer** will be retiring soon. After some intensive sleuthing, this reporter has it on good authority that Bruce will only retire . . .

10. When he reaches his goal of having attended 4 million meetings; he is still 120,000 short, but at the current rate he is liable to hit the mark any day.

9. When he succeeds in having the Administrator sign off on FAA Order #257902.65a, stopping the tree killing practice of passing out thousands of pages of handouts at every meeting.

8. When construction of what will be the famous William J. Hughes Professional Golf Association tournament golf course is completed.

7. When on two consecutive occasions his golf score is equal to or less than his age; based on his current skill level, that will be around the year 2035.

6. When the "Big-Buyout" is approved, which he heard will be equal to the total salary earned in his government career, plus the special 150% of high 3 year salary for retirement pay -- anything less just won't keep him in the comfort zone he craves.

5. When people stop making fun of his three-piece (including knickers), hand washable drip dry suits.

4. When he is finally recognized as the father of aviation; he is sick and tired of credit being given to the likes of the Wright brothers, that Leonardo guy, and those daring young men in those flying machines.

3. When he gets the lead role in the revival of Yankee Doodle Dandy so that his true talents as a song and dance man can finally be realized.

2. When his slide-rule becomes obsolete. This is the instrument that carried him through school, through his early years as an engineer, and was with him as he cowered in his Home Depot Special Y2K bunker as the world made its way into the new millennium.

And finally,

1. When Veronica is sure she can survive Monday to Friday in the daylight hours with a former member of the Senior Executive Service who thinks he was put on the earth to be a supervisor, who shakes uncontrollably when he goes more than 2 hours without a meeting, who thinks aviation will slip back to stone-age technology without his remarkable leadership, who goes into a funk-like state when he misses the Big 6 New Jersey lottery every week by 6 numbers, and when his very patient and understanding wife finally finishes counseling sessions geared to help her achieve the mental state necessary to be able to withstand the day in and day out pressure caused by Bruce traipsing from room to room like a wounded rhino, shattering the hardwood floors, as he tap dances and screeches those immortal Yankee Doodle words.

Yes, when all "whens" are satisfied, Bruce just may consider retirement . . . and that's a long way off.



LEAVE DONOR PROGRAM EXPANDED

The Administrator has approved the expansion of the Voluntary Leave Transfer Program (generally referred to as the leave donor program) to permit employees to donate sick leave. Previously, employees could donate only annual leave. With the agreement by all three local Unions (NFFE Local 1340, AFGE Local 2335, and AFGE Local 200), the change is now in effect for all employees at the Tech Center. The following are the new guidelines, which must be used in conjunction with the existing policies and procedures for the Voluntary Leave Transfer Program:

Employees may voluntarily transfer unused accrued annual and sick leave to another FAA employee who has been approved as a leave recipient under the Voluntary Leave Transfer Program.

Annual and sick leave transferred to a leave recipient's leave balance may only be used for the purpose of the medical emergency for which the leave recipient was approved.

Leave donations must be submitted in writing and specify the number of hours of the donor's accrued annual and/or sick leave to be transferred, and the name of the approved leave recipient.

Employees may donate any number of hours of accrued sick leave as they desire to donate, so long as the donor's sick leave balance remains at a minimum of 240 hours after the donated hours are deducted.

When a leave recipient's medical emergency terminates, any unused leave hours are restored to the appropriate annual or sick leave account of the donor(s).

If there are multiple donors, each donor receives leave proportionately to the other donors.

If you have any questions about the leave donor program, please contact **Debbie Krumaker** or **Kelley Drewes** in the Human Resources Management Division (ACT-10). Debbie can be reached at extension 5291; Kelley's extension is 6613.

BURN CALORIES AT WORK

Since many of us have probably made New Year's resolutions to loose weight and get in shape, I thought you might enjoy the following guide on how to burn calories at work and the number of calories they consume per hour.

Beating around the bush	75
Jumping to conclusions	100
Climbing the walls	150
Swallowing your pride	50
Passing the buck	25
Dragging your heels	100
Pushing your luck	250
Making mountains out of molehills	500
Hitting the nail on the head	50
Wading through paperwork	300
Jumping on the bandwagon	200
Balancing the books	25
Running around in circles	350
Tooting your own horn	25
Climbing the ladder of success	750
Pulling out the stops	75
Adding fuel to the fire	160
Wrapping it up at the day's end	12
Putting your foot in your mouth	300
Starting the ball rolling	90
Picking up the pieces	350
Calling it quits	2

(From *First Draft*, March 2000)

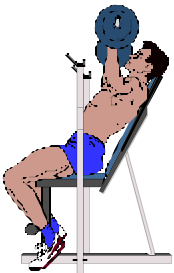
LET'S GET PHYSICAL!

WELLNESS CENTER FOCUSES ON HEALTH AND FITNESS IN THE NEW MILLENNIUM



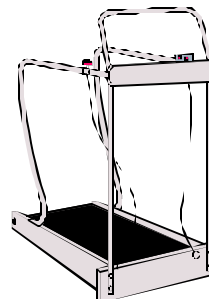
Sure, the Y2K Bug had all of us on our toes. But soon, ACT's new Wellness Center will be keeping you there into the new millennium. The Wellness Center has a new lease on life. Dedicated to Dr. Albert Marchetti, a strong proponent of wellness programs first popular in the 1980s, the newly-refurbished Wellness Center has been moved to more spacious quarters next to the Imaging Technology Branch production area in building 300.

The Wellness Center has an interesting history at the Tech Center. In the late 80s, employees worked out in makeshift office space in what is now the Center's Child Care Facility. In fact, for the Child Care Facility to be built, the Wellness Center had to be relocated for a short time into what is now the Automation Training Facility. As the interest in health and fitness grew, this location proved inadequate, and the need for a bigger and better facility became apparent.



It was with management's support that the current Wellness Center was created during the latter part of 1989. **Paul Lawrence**, now of the Safety Office (ACT-640), supervised the move to the present site opposite the supermarket. Paul indicates that, "since 1989 the facility has seen a steady increase in usage by Center employees." The Wellness Center not only supports weight training activities, but also serves as home base for the many runners at the Tech Center. Paul observes, "the present shower and locker room facility began to be 'over-run' (no pun intended) by the growing interest in fitness."

With exercise-oriented interests at an all-time high, Center Director **Dr. Anne Harlan** has made a tangible commitment to employee fitness and health through her support of the Wellness Center's expansion. She has been instrumental in the acquisition of new cardiovascular fitness machines and the upgrading of weight training equipment, as well as the relocation of the Wellness Center to an area with larger showers that could accommodate the increasing number of employees who make working out a part of their daily routine.



Construction of the new facility began in October 1999 and is expected to be completed within days. The new Wellness Center supports the Director's philosophy that "a healthy employee is an effective one."

With a new Wellness Center as part of the Center's culture, the new millennium offers a greater opportunity for us to boast, not only of having the best workforce in the Aviation Industry, but the healthiest one as well!

Pay a visit to the new and improved Wellness Center soon.



EXPERIENCE COUNTS!



Pete Castellano (ACT-4), an attorney with the Appraisal and Planning staff, brings first-hand experience to the congressional liaison activities in ACT-4. Pete served on the staff of Congressman William J. Hughes as an intern in 1992, working in the District office in Linwood. Pete described his experience to us:

"I think everyone knows how much Congressman Hughes did for the Technical Center. But his attention to the Center paralleled his dedication to serving all of the people in his District. In the District office, our primary responsibility was to assist the Congressman in helping his constituents. We assisted in responding to inquiries of all kinds. People would call or write seeking assistance with federal programs, such as Social Security, Medicare, veterans benefits, grants, or small business loans. Various groups and organizations would seek assistance, as well as local govern-

ments. People would also call or write seeking the status of pending legislation, or executive branch initiatives -- Congressman Hughes was instrumental in passing laws and obtaining

funds to better the District. Quite often, people simply wanted to express their opinion on a particular matter to the Congressman.

In order to be an effective aide to the Congressman, you needed to have a grasp of current events, both locally and on the national level -- we monitored all the local papers in addition to national news. Understanding government and the legislative process was also necessary - you needed to understand how an idea became a bill, and how that bill ultimately became law. In addition, you needed to understand government at all levels, not just the federal government. A working knowledge of federalism was necessary because many issues raised by constituents would be the responsibility of state or local government.

Congressman Hughes ensured that every inquiry was handled with the same high level of diligence and attention to detail. Constituents were kept informed of

the status of their inquiry until a resolution was obtained. Some inquiries required the Congressman to contact an official in the executive branch, or to refer the matter to the appropriate state or local official. In addition, some inquiries led to legislative or regulatory initiatives. Constituents were always notified of the final resolution to their inquiry.

During his 20 years representing the 2nd Congressional District, Congressman Hughes helped countless individuals, groups, organizations, and local governments. He was also responsible for improving the quality of life in the District through such efforts as protecting the environment - writing the law that banned ocean dumping, replenishing our beaches, attracting business and industry to the region, and of course, helping the Technical Center to thrive and grow.

I found my experience on the Congressman's staff to be truly rewarding. The House of Representatives was designed to be the branch of government closest to the people. Having the opportunity to be a part of the process was both instructive and rewarding. I considered it a privilege to play a role in helping others. It was an equal privilege to have the opportunity to work for an individual of the caliber of William J. Hughes. He is an extremely bright and effective public servant, as well as a genuinely decent and caring human being."

SPREADING CHEER THROUGHOUT THE HOLIDAYS

Once again ACT/AAR employees and organizations have gone out of their way to make sure local families had a happy holiday.

For example, AAR-400, reports that this year it collected \$780, breaking last year's fundraising effort, to help make sure others have a happy holiday. **Arlene Smith** reports that AAR-400 provided gifts to 4 different families.

To the first family, "we gave each of the 8 kids a sweat suit and a present. For their twin boys, about 2 years old, we bought each a two-piece snowsuit, since they did not have a coat for the coming winter months. We also gave them a ham, potatoes, bread, milk, cereal, etc., which made for a really nice Christmas gift. This family lives above a store outside Atlantic City. The mother was really appreciative of all that we had given her, saying that no one had ever done anything for her like this. She said to thank everyone for their thoughtfulness and to say that she loves you all."

AAR-400 also provided for a mother and her 3 children that live outside Atlantic City. "For each of the kids we got them a toy and something for the mother. In addition, we gave them a ham, potatoes, etc."

To another mother and her 3 children, living in Pleasantville, AAR-400 provided a nice basket of groceries and a toy for each child. The mother was very grateful, saying she feared this was going to be the worst Christmas they ever had. But thanks to AAR-400, they had a happy holiday.

The final family AAR-400 aided was another mother and her 3 children, living in Hamilton township. As with the other families, the family received groceries and a toy for each child, and a gift for the mother.

AAR-400 received the names of the first 2 families from a special needs day care center in Atlantic City and the last 2 families from Big Brothers/Big Sisters.

Arlene says that "all in all, we really helped to brighten up some other peoples lives this Christmas. When I was making these deliveries, it felt really good to see how amazed these families were that someone was doing something like this for them. I think some of them were so surprised that they didn't know what to say. I feel that we really did make a difference in their lives. Thanks again for all your contributions."

NBCFAE Technical Center Region also showed its tremendous generosity over the holidays. The group held its 2nd Annual Thanksgiving Food Drive on November 18. The members organized non-perishable food collection points throughout the Center. They then distributed the food to needy families in the Atlantic County area. The NBCFAE region received monetary donations from corporate sponsors Intellisource Information Systems and HI-TECH Systems, and from Center employees. Shop N Bag, Superfresh, and Shoprite were among the local supermarkets that donated turkeys and other food items.



Determined to make a difference, the region successfully donated 50 food baskets along with 27 turkeys to the Family Service Association in Absecon, and the Catholic Social Services located in Atlantic City. They donated additional non-perishable food items to Sister Jean's Kitchen which used the food to feed the homeless during the Thanksgiving season.

The Technical Center Region continued its spirit of giving on December 22 at the Meadow View nursing home in Northfield. Region members prepared 25 personal care packages and distributed them to the residents of the nursing home. The members displayed their talents by singing Christmas carols to the residents. The nursing home visit, like the food drive, is also an annual event for the Technical Center Region National Black Coalition of Federal Aviation Employees.



NEW JERSEY EDUCATION ASSOCIATION CONVENTION

Imagine about 50,000 educators all looking for new ways to capture the minds of your children. Aviation is a great hook for kids to become interested in math and science. Folks of all ages were there taking part in workshops, seminars, food tasting by the Vocational School, and visiting hundreds of exhibits at this year's New Jersey Education Association Teacher's Convention.

The Communications Management Division's (ACT-70), Aviation Education Program, in partnership with the New Jersey Aviation Education Council, sponsored an aviation workshop and exhibit full of curriculum aids, teachers guides, resource materials and the latest on how to teach aviation in the classroom. A special guest appearance was made by our very own Air Bear, **Rosanne Weiss** (AAR-423).

Thanks to **Rosanne, Michelle Holmes** (ACT-400), **Lana Haug** (ACT-70), the members of the New Jersey Aviation Education Council, **ArtZ Graphics** (ACT-73), and last, but certainly not least, the crew from Wackenhut for their support.



FEELING OLD

Just in case you weren't feeling too old today, this will certainly change things. Each year the staff at Beloit College in Wisconsin puts together a list to try to give the faculty a sense of the mindset of that year's incoming freshmen.

Here is this year's list:

The people who are starting college next fall across the nation were born in 1982.

They have no meaningful recollection of the Reagan Era and probably didn't know he had ever been shot.

They were prepubescent when the Persian Gulf War was waged.

There has been only one Pope.

They were 11 when the Soviet Union broke apart and do not remember the Cold War.

They are too young to remember the space shuttle blowing up.

Their lifetime has always included AIDS.

Bottle caps have always been screw off and plastic.

The expression "you sound like a broken record" means nothing to them. They have never owned a record player.

The Compact Disc was introduced when they were 1 year old.

As far as they know, stamps have always cost about 32 cents.

They have always had an answering machine.

Most have never seen a TV set with only 13 channels, nor have they seen a black-and-white TV. They have always had cable.

There has always been VCR's, but they have no idea what BETA is.

They cannot fathom not having a remote control.

Roller-skating has always meant in-line for them.

Jay Leno has always been on the Tonight Show.

They have no idea when or why Jordache jeans were cool.

Popcorn has always been cooked in the microwave.

They have never seen Larry Bird play.

The Vietnam War is as ancient history to them as WWI, WWII, and the Civil War.

They have no idea that Americans were ever held hostage in Iran.

They don't know who Mork was or where he was from.

They never heard: "Where's the beef?," "I'd walk a mile for a Camel," or "de plane, de plane!"

They do not care who shot J.R. and have no idea who J.R. is.

The Titanic was found? They thought we always knew where it was.

Kansas, Chicago, Boston, America, and Alabama are places, not groups.

McDonald's never came in Styrofoam containers.

There has always been MTV.

They don't have a clue how to use a typewriter.

They have likely never played Pac Man and have never heard of Pong.

NEWS FROM AROUND THE CENTER

Recently Tom Acardi (AVN-1) wrote **Anne Harlan** thanking the Tech Center for its support in the remodeling of the Atlantic City Flight Inspection Office (FIO). He commented that "this was an effort where both FAA organizations assisted the other organization to satisfy the needs of both organizations. It was a good example of 'One FAA' and what can be accomplished with this type of cooperation." Acardi singled out the following individuals for special recognition: **Don Neuman** (Atlantic City FIO), **Bernie McCauley** (Atlantic City, FIO), **Al Rehmann** (ACT-350), **Susan Nagel** (Atlantic City FIO), and **Ronald Heist** (ACT-10).

Congratulations to **Marilyn Bellopede**, program analyst for Program Management Associates, who recently graduated with a Bachelor of Arts degree in Liberal Studies from Thomas Edison State College. Bellopede has supported AAR-500 in their financial and program management activities since August 1998. Prior to that she spent 21 years at the University of Pennsylvania as a Department Administrator in the School of Medicine.

Last month we welcomed AAR-520's newest employee, **Dr. Richard T. Lareau**, but forgot to tell you anything about him. So to remedy that oversight, we would like to let you know that Lareau is working as a research chemist in the Trace Detection

Program. Before joining AAR, he worked for 15 years for the U.S. Army Research Laboratory, Sensors and Electronic Devices Directorate, leading their \$5 million state-of-the-art Trace Materials Analysis Center. Lareau has over 100 research publications in the field of electronic materials and trace characterization. He received his B.S. in Chemistry from the University of Hartford in 1981 and a Ph.D. in Chemistry from Arizona State University in 1985.

ACT-70 wants to thank SATO Travel for donating two U.S. round trip tickets for its CFC raffle. Employees purchased 1,609 chances, raising over \$1,600 for the local American Cancer Society. Thanks also goes to the Child Care Center for allowing both **Andrew Ciurczak** and **Alan Cicatiello** to participate in the drawing. **Bud Hanlin** won the two plane tickets, and **Wanda Harris** won the ACT-200 raffle -- a beautiful Christmas Wreath and dinner for two at the Blue Heron.



Jeanne Schaffer (a teacher at the Child Care Center) explains to Andrew (left) and Alan (right) the importance of their task.

The raffle would not have succeeded without the hard work and dedication of **Tina Fabrizio** (ACT-73), CFC Chairperson for the event; **Donna Elbertson** (ACT-73), **Annette Harrell** (ACT-73), **Karen Cicatiello** (ACT-70), **Carl Genna** (ACT-73), **Carol Martin** (ARTZ Graphics), **Dave Hess** (ARTZ Graphics), **Laurie Zaleski** (ARTZ Graphics), **Robert Marks** (ACT-73), **Bill Dawson** (ACT-73), **Larry Michael** (ACT-71), and **Terry Parker** (ACT-71).



A happy Tina Fabrizio celebrates success!

In case you haven't heard, at the end of February the ACT *Intercom* editor, **Terry Kraus**, will be starting a 9-month detail as a policy analyst in the Office of Civil Aviation Security Policy and Planning. Terry is glad to report that her new boss, Dr. Jan Brecht-Clark (ACP-1), has agreed to let her continue her duties as *Intercom* editor. You can continue to submit articles and photos to Terry via email and yard mail. Her phone number will remain (202) 267-3854, but as of February 28, her routing code will be ACP-8.

PROTECTING OUR AIRPORTS



The presence of wildlife on and near airports creates a hazard to operating aircraft. It is estimated that 75 percent of all civil aviation airstrikes occur near airports. Wildlife strikes, mainly from birds, cause severe damage to operating aircraft and in some cases lead to loss of life. In recent years the probability of wildlife strikes has increased dramatically due to increases in passenger traffic, the introduction of much quieter engines on newer planes and a large increase in wildlife population, the probability of wildlife strikes has increased dramatically.

In a joint effort to address wildlife hazard management at airports, on January 10 the FAA's Office of Airports and the U.S. Department of Agriculture's (USDA) Wildlife Services issued a manual to help airport sponsors combat wildlife hazards at airports.

The manual, the first of its kind in the United States, is the culmination of years of research, airport site visits, and training conducted

by the two agencies. The manual contains information designed to assist airport personnel in addressing: wildlife hazards at airports; agencies/organizations impacted by hazards; Federal regulations addressing hazards; requirements for wildlife hazard assessments/management plans; methods to reduce hazards; wildlife control programs; and wildlife hazard management training for airport employees.

Researchers in the Airport Technology Research Branch (AAR-410) at the Center accomplished the work that laid the basis for this manual. Under the direction of **Dr. Michel Hovan**, the FAA has an aggressive research program to mitigate wildlife strikes with aircraft by providing practical solutions as well as real-time critical information to pilots and airport managers.

The research work can be categorized into the following areas:

Habitat Studies - to understand the

habitat of problem species such as black birds, birds of prey, rodents and large mammals.

Detection Methods - to provide the airport community with a set of tools to detect wildlife at critical times of the year.

Wildlife Management Techniques - to provide the airport community with a set of passive and active methods to manage wildlife at airports.

Systems Integration - to understand and predict the potential for wildlife strikes at the airport level using information collected at the regional and national level (such as migratory paths).

During fiscal year 1999, AAR-410 not only completed the wildlife control manual, but also, in conjunction with the Port Authority of New York and New Jersey, completed a study investigating the use of tall grass and its effect on bird activity at the John F. Kennedy International Airport. Researchers also continued to expand its National Wildlife Strike Database. This database lists and details wildlife strike reports. Analysis of the data let the FAA and airports quantify wildlife strike risk.

Copies of the new manual can be obtained from the FAA's wildlife hazard website at: www.faa.gov/apr/hazard.htm or by writing to: New Orders, Superintendent of Documents, P. O. Box 371954, Pittsburgh, PA 15270-7954.

HEADQUARTERS HEADLINES

President Clinton Announces New Public-Private Partnerships to Increase Aviation Safety. On January 14, President Clinton unveiled the Aviation Safety Action Program (ASAP), a new public-private partnership to boost aviation safety and protect the millions of Americans who travel by air every year. The partnership, which brings together the FAA, airlines and employee unions, will encourage better reporting of safety concerns by aviation employees to their employers. ASAP will give the FAA and airlines an important new source of information to prevent safety incidents and will help meet the Administration's goal of reducing commercial aviation accidents by 80 percent by 2007. The President was joined by a number of airlines and unions, and called on other members of the aviation industry to join this pathbreaking effort.

ASAP has three important features: (1) new sources of safety data; (2) new incentives to report safety problems; and (3) the ability to reduce accidents and track problem areas.

New Data Sources: Improving air safety depends heavily on the ability to collect and analyze safety data, and to use that information to develop safer systems and take corrective actions before accidents occur. Airline employees are sometimes reluctant to report data that might result in the FAA undertaking enforcement action. As a result, important information goes unreported. The ASAP program will provide an important, previously unavailable source of data that will allow information to be captured rapidly and directly from those responsible for the day-to-day safe operation of our aviation system.

Incentives To Report Safety Issues: The ASAP program provides incentives to encourage aviation employees to swiftly report safety problems. It protects employees who promptly report problems, while at the same time retaining the FAA's ability to vigorously prosecute cases involving substance or alcohol abuse, or intentional falsification by aviation employees, and to refer cases of potential criminal activity for prosecution by the Department of Justice. It also preserves the FAA's ability to take enforcement action in cases where FAA safety inspectors independently

become aware of a potential violation.

Reducing Accidents and Tracking Problems: The ASAP program will help meet the Administration's goal of an 80 percent reduction in the commercial aviation accident rate by 2007. It will do so by providing a better look at human performance errors, helping improve man-machine interactions, and making it easier to put user-friendly technology in the cockpit and control towers. It can also lead to better aircraft operating and maintenance procedures, better equipment design, and improved pilot and mechanic training programs.

FAA and PASS Reach Tentative Agreement On New Five-Year Labor Pact. After more than a year of negotiations and several months of mediation through the Federal Mediation and Conciliation Service, the FAA and the Professional Airways Systems Specialists (PASS) have signed a tentative five-year labor agreement. PASS represents about 7,700 technical and support personnel in the Airway Facilities Service at the FAA.

The parties agreed not to disclose the specific provisions of the contract, pending ratification by the union's members. In general, however, the agreement reflects the agency's modernization effort and its move to a market-based pay-for-performance system. It is also in line with the FAA's new "core compensation" system being adopted agency wide. In addition, in return for higher pay levels, the union has agreed to maintain current staffing levels.

"I believe that this agreement is one that will meet the needs of both the FAA and members of PASS," said Mike Fanfalone, PASS President. "The final agreement was crafted through a sincere attempt to provide job security, training on new technologies, and a fair and equitable pay system."

The union will now circulate the proposed agreement to its members for ratification, a process that is expected to take about 60 days.

AFTIL RECIEVES INITIAL SYSTEM UPGRADE

The Airway Facility Tower Integration Laboratory (AFTIL) in building 170 has received the first of several critical system upgrades to extend the life of their control tower out-the-window display and control tower simulator. The new system, purchased from Adacel Technologies Ltd., will provide a much improved image display capability along with an interactive air traffic simulation.

Future AFTIL customers will enjoy a more flexible control tower cab presentation of the official siting panoramic photographs with the new system. Instead of rotating tower views one 40 degree frame at a time, the new image generator will move the display area much like that of a commercial aircraft flight simulator. Through a computer interface, customers can move the view to the left or right, change eye-point locations within the tower cab, or

even change the tower cab height as needed to achieve the optimum tower position.

These enhancements will assist in the verification of potential control tower locations, tower cab design and layouts, airport shadow studies of future airfield construction, and control tower height determination studies. The new system will also include pseudo pilot control positions to control aircraft independent of computer voice recognition.

Future planned improvements to the AFTIL include increasing the field of view of the control tower display area to a full 360 degree airfield view and interlinking the air traffic control tower simulator with the terminal radar simulators to complete an end-to-end testing connectivity. The new system installation is expected to be complete by the end of year 2000.

A SAFETY MINUTE

FROM THE SAFETY OFFICE,
ENVIRONMENTAL BRANCH
(ACT-640)

LET YOUR POCKET BE YOUR GUIDE

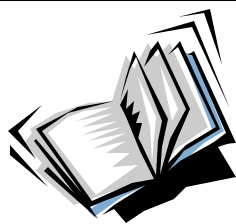
You can find them at the cafeteria, hanging around the entrances, and even at some of the elevators. They are colorful, but yet do not get a lot of attention. Their message is simple and straightforward, and is intended to help you make it through your day. What is it that we are speaking of? It's our Safety Pocket Guides.

The Safety Office has placed a few display racks around the Center and have filled them with some very informative safety pocket guides. These booklets provide useful information to help you work safely. There are a wide variety of topics to choose from. For instance there are pocket guides on Working Safely with your Computer, Hazard Communication, Electrical Safety, and Defensive Driving, to name just a few. These titles, along with many others, are available for the taking. In fact, the display racks have been so successful in the main building, we are looking into having display racks placed in other buildings at the Center.

The Safety Office is excited about our display racks and the information that is available in them. The information is straightforward and easy to read. Regardless of the type of job that you do, we are confident that there is a pocket guide that would benefit you. So take a moment to stop-by one of the display racks near you and pickup a guide today. You



SAFETY MINUTE CONT.



should check the racks often as we change the pocket guides on a regular basis.

Safety is everyone's business. The pocket guides are offered to help you make your job and your environment as safe as possible.

We encourage you to pick one up for yourself or even a co-worker. As a final thought, by letting your pocket be your guide you're more likely to see a mishap coming!

Have A Safe Day!

ACT-70 SERVICE AWARDS

On December 9th Service Awards were presented to 20 ACT-70 employees at the Sheraton Inn Atlantic City West following a CMD training session. Special mention was given to **Robert Michael** for his 40 Years of Service. Bob started at "NAFEC" on December 3, 1959, and has made numerous contributions to the Tech Center for each and every one of those years. The following awards were presented (totalling 414.23 years in service):

10+ Years of Service

Karen Cicatiello
Carl Genna Jr
Michael Gross
Frank Merlock
Michael Roames
Sue Wall

25+ Years of Service

Ronald Meilicke
Linda Tropiano

30+ Years of Service

Annette Harrell
James Valleley

15+ Years of Service

Verna Artis
Ronald Boyden
Carleen Genna-Stoltzfus

35+ Years of Service

Anna Kertz

40+ Years of Service

Robert Michael

20+ Years of Service

Donna Elbertson
Charles Kern
Patricia Mabis
Robert Marks
Rita Rehmann

ACT-70, a very experienced group

INTERCOM SUBMISSIONS

Don't forget!

**Please try to get
Intercom
submissions
(articles, photos, ideas)
to Terry Kraus
via email by the second
Tuesday of every month.**

**WILLIAM J. HUGHES' TECHNICAL CENTER
*INTERCOM***

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